



# Route 66 Corridor Preservation News

## Route 66 Preservation Grant and Cost-Share Funds Awarded for 2002

The Route 66 Corridor Preservation Program has awarded grant and cost-share funds for the current 2002 fiscal year. Each year, the program distributes congressionally appropriated funds to eligible preservation and research projects through a competitive process. In 2001, the first year of the program, \$410,000 was awarded to 16 projects across the eight states through which Route 66 passes. (For a listing of these projects, contact the program office, or visit the program's web site at [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66).) In 2002, with reduced appropriations, \$151,226 has been awarded to 10 recipients for Route 66 preservation, oral history, and education outreach projects. The 10 projects are described below.

### Arizona

**Project:** Frontier Motel and Restaurant Neon Sign Restoration  
**Recipient:** Historic Route 66 Association of Arizona  
**Amount:** \$9,268 NPS, \$9,268 match

The Historic Route 66 Association of Arizona in partnership with the Frontier Motel and Restaurant in Truxton, Arizona, has been awarded cost-share funds to restore three of the Frontier's neon signs. Weather conditions have destroyed the neon tubing and tarnished the metal portions of the signs. Paint has chipped, cracked, and peeled away. Restoration will return the signs to their original appearance and condition. The Frontier has been a Route 66 destination since 1951, and the restoration project will allow the signs to be lit once again, attracting travelers from the road to rest and eat at the Frontier.



The Frontier Motel and Restaurant neon signs in Truxton, Arizona will be restored to working condition through Route 66 Corridor Preservation Program 2002 cost-share funds.

### Illinois

**Project:** Ambler's Texaco Station Restoration  
**Recipient:** Village of Dwight, Illinois  
**Amount:** \$15,000 NPS, \$15,000 match

The Village of Dwight has been awarded cost-share funds to complete restoration of the historic Ambler's Texaco Station located in Dwight, Illinois. The gas station will be restored to its 1940s appearance, and will include repair of the windows, doors, and roof. The exterior and interior will be repainted to match the 1940s color scheme. When the project is completed, the gas station will be used as a rest stop and interpretive center.

### Illinois (cont.)

**Project:** Litchfield to Mt. Olive Bike Trail  
**Recipient:** Illinois Department of Natural Resources  
**Amount:** \$15,000 NPS, \$14,955 match

The Illinois Department of Natural Resources has been awarded grant/cost-share funds to prepare plans for the development of a bicycle trail on a 10-mile segment of Route 66 between Litchfield and Mt. Olive, Illinois. The segment under consideration is currently abandoned, and a portion of it is listed on the National Register of Historic Places. The trail concept is part of a larger proposal to link Route 66 segments across Illinois, ending ultimately at the Chain of Rocks Bridge.

## Illinois (cont.)

**Project:** Route 66 Teachers Seminar  
**Recipient:** Illinois State Historical Society  
**Amount:** \$3,000 NPS, \$15,968 match

The Illinois State Historical Society has been awarded cost-share funds to conduct a day-long Route 66 teachers' seminar, and to establish a lending library of Route 66 educational materials for teachers nationwide. The cost-share funds will help offset travel costs for teachers to attend the seminar, and will create a library comprised of Route 66 teaching aids. Another result of the seminar will be a web site that makes the seminar materials accessible to all teachers interested in educating students about the significance and importance of Route 66.

**Project:** Eagle Hotel Restoration  
**Recipient:** Historic Eagle Corporation  
**Amount:** \$10,000 NPS, \$10,000 match

The historic Eagle Hotel in Wilmington, Illinois, has been awarded cost-share funds to develop architectural design documents for the restoration of the hotel. The Eagle Hotel offered lodging and food during the route's period of significance, and also served as a sporting goods store. When restored, the hotel will once again provide lodging and food to Route 66 travelers.

## Missouri

**Project:** Cuba Mobil Station Restoration  
**Recipient:** Private land owner  
**Amount:** \$20,000 NPS, \$20,000 match

Owners of the 1930s Mobil Gas Station in Cuba, Missouri, have been awarded cost-share funds for restoration of the brick, cottage-style station. Restoration will include architectural services to develop project construction documents and preservation specifications. Restoration activities will include repair or replacement of the roof shingles, doors, door frames, and brick masonry to match the original appearance of the building. The building served as a gas station until 1964, and has since served as an independent oil company office, and a bakery on Route 66 in Cuba.

## New Mexico

**Project:** Route 66 Oral History Project  
**Recipient:** New Mexico Route 66 Association  
**Amount:** \$18,509 NPS, \$6,380 match

The New Mexico Route 66 Association in partnership with the University of New Mexico Department of English has been awarded grant funds to administer an oral history training project. The project will provide workshops designed to train 140 attendees in conducting interviews, research, and conservation of Route 66 oral histories. The workshops will be open to all interested participants, and will be held at sites along the length of the route.

**Project:** Architectural Neon Restoration  
**Recipient:** New Mexico Route 66 Association  
**Amount:** \$13,400 NPS, \$22,750 match

The New Mexico Route 66 Association has been awarded cost-share funds to restore the architectural neon at a minimum of five locations on Route 66 in New Mexico. An example of architectural neon is the neon tubing used to line eaves along motel rooflines, as well as ornamental neon. Architectural

neon served many purposes, such as increasing the visibility of businesses from the road (thus attracting customers), providing a measure of safety for guests at night, and adding character to buildings with ornamental images such as cacti and sombreros. A percentage of the funds will also be used towards the production of an hour long documentary film featuring the neon restoration projects. The documentary will be aired on *Colores!*, an award-winning public television program.

## Oklahoma

**Project:** Chandler's Phillips 66 Filling Station Restoration  
**Recipient:** Private land owner  
**Amount:** \$1,449 NPS, \$1,450 match

The owner of the 1930s Phillips 66 Gas Station in Chandler, Oklahoma, has been awarded cost-share funds to conduct a restoration feasibility and cost estimate study. As part of this work, a Historic Structures Report will be prepared, describing the history, current condition, and potential treatment options for the property. The station was opened for business in 1930, and operated as a gas station until 1992. When restoration is completed, the building will serve as a rest stop for Route 66 travelers.

(Awards, continued on page 3)



The restoration of this 1930s cottage-style gas station in Cuba, Missouri, will be one of 10 projects funded through Route 66 Corridor Preservation Program 2002 grant and cost-share funds.

## Texas

**Project:** Magnolia Station Restoration  
**Recipient:** City of Vega, Texas  
**Amount:** \$50,000 NPS, \$99,114 match

The City of Vega has been awarded cost-share funds to restore the 1920s Magnolia Gas Station in Vega, Texas. The restoration project will include interior and exterior work to the existing structure, including restoration of the doors, windows, roof shingles, plaster, and flooring, and also reconstruction of the gasoline pump canopy. The building, which represents unique gas station architecture, operated as a gas station until 1953, and as a barbershop until 1965. When restored, it will serve as an interpretive stop along the older alignment of Route 66 in Vega.



The Magnolia Gas Station in Vega, Texas, will be restored through Route 66 Corridor Preservation Program 2002 cost-share funds.

## 2003 GRANT CYCLE

The Route 66 Corridor Preservation grant/cost-share cycle will begin earlier in 2003 than in previous years. Application packages will be available in late January 2003. The application period will also be longer than in past years, to allow more time to plan, prepare, and submit proposals. Applications packages may be requested from the program office, and will also be available for printing directly from the program website at [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66).

## NEWSWORTHY

### Rock Cafe to Be Rehabilitated

The Oklahoma Historical Society, with funds received by the Route 66 Corridor Preservation Program in 2001, has awarded \$34,445 through a sub-grant program to the Rock Cafe in Stroud, Oklahoma. The funds will assist in the restoration of the cafe, including the neon sign, masonry, windows, and interior floors. Three interior and exterior doorways will also be restored to their original location, and new fire-suppression, gas supply, electrical, and HVAC systems will be installed. The cafe was built in 1939 from rock quarried during the construction of Route 66 through Stroud. The cafe, which is open for business, was listed on the National Register of Historic Places in 2001.

### Good Road Reading

Two excellent books on historic road preservation are *Saving Historic Roads, Design & Policy Guidelines* (John Wiley and Sons, 1998) and the soon-to-be-published *Historic Roads Guidebook*. The author of these books is Paul Daniel Marriott, a landscape architect and city planner. He is with the Rural Heritage Program at the National Trust for Historic Preservation in Washington, D.C., where he also directs the National Task Force for Historic Roads. *Saving Historic Roads, Design & Policy Guidelines* covers legal, design, planning, and regulatory guidelines for the maintenance and preservation of historic roads. It provides criteria for determining a road's historic significance, and includes an introduction to relevant transportation policy and laws. It also examines the complex issues surrounding historic roads and offers strategies for balancing modern highway safety needs with historic preservation. The *Historic Roads Guidebook* will offer advice and direction in defining historic roads, articulating the significance of these resources, and approaches to educating others in their value and dealing with complex issues. It will introduce basic terminology and vocabulary needed to understand and preserve an historic road, and will help to evaluate and understand the often multiple layers of history associated with historic roads.

### *What are the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties?*

The Secretary of the Interior is responsible for developing and promoting the highest degree of professional standards possible for the treatment of historic properties. The Standards and Guidelines were written in 1976 to provide direction in protecting and maintaining the historic integrity of historic properties. Historic properties are buildings, sites, bridges, road segments, districts, etc.; historic integrity refers to the authenticity of a property's historic identity, or the extent to which a resource retains its historic appearance. The Standards provide a philosophical framework for the proper treatment of historic properties, which includes preservation, restoration, and rehabilitation. The Standards have accompanying Guidelines, which assist in determining what type of treatment is appropriate, and what course of action should be taken for each type. The Standards and Guidelines are designed to guide the treatment of properties that are listed in, or eligible for listing in the National Register of Historic Places, but they are valuable tools for anyone planning and undertaking work on historic properties. The Standards are mandatory when projects involve federal funding, such as projects funded by the Route 66 Corridor Preservation Program.

Preservation Briefs are another resource available to owners and developers planning treatments for historic properties. The Briefs provide practical, hands-on information for preserving the character of historic properties, and are based on the principles of the Standards and Guidelines. The Briefs cover specific topics such as signs, windows, doors, roofing, masonry, siding and weatherproofing. For more information on the Standards, Guidelines, and Technical Briefs, visit [www2.cr.nps.gov/tps/standguide/index.htm](http://www2.cr.nps.gov/tps/standguide/index.htm) and [www2.cr.nps.gov/tps/tpscat.htm](http://www2.cr.nps.gov/tps/tpscat.htm), respectively, or contact Technical Preservation Services, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127.



## Commonly Asked Questions

Whenever federal funds are made available to local communities, there are plenty of questions about what can and can't be done. What is presented here are some of the questions that communities and private landowners ask the Route 66 Corridor Preservation Program when applying for or receiving grant/cost-share funds, and about the National Register of Historic Places. If you have any other questions, just ask!

### **I am a private landowner. Can I apply to the program for grant/cost-share funds?**

Yes. Contact our office for tips on applying as a private landowner. Non-profit groups, non-governmental organizations, local government agencies, state government agencies, educational institutions, and North American Indian tribes are also eligible to apply.

### **Will I have to pay the money back?**

No. The monies distributed by the program are not loans. Rather, the monies are funds that are paid outright. Depending on the type of project, the monies may or may not require a match from the project grantee (see next question). The only time monies would have to be paid back or forfeited is if the grantee is unable to meet the terms of the project agreement.

### **Do I have to come up with a match of funds to qualify for program funds?**

It depends on the type of project. The answer is YES if the project involves "brick and mortar" work, such as window restoration, re-roofing, painting, and sign restoration. The answer is YES again if the project is design work for a "brick and mortar" project, such as the production of architectural drawings or work plans. The answer is NO when the project is a research, oral history, educational, or interpretive project. Remember that a match of funds can be cash, and/or in-kind services such as volunteer help, vehicle/equipment use, or donated or purchased supplies.

### **How can I raise money to come up with a match of funds?**

Matching funds can not come from another federal source, so they must come from state, local, or private funds. Your State

Historic Preservation Office, Department of Economic Development, or Small Business Association are excellent grant and loan sources to try. Your state Route 66 Association is also a good place to find fund-raising support, and they are often able to provide volunteer help, which can count toward an in-kind cost-match. Your city leaders or local government are another source to try, particularly if your project will contribute to the city's economic development, and/or heritage tourism appeal. For example, city or county lodgers' taxes may be used to assist with preservation and tourism-related projects. Hotel associations, restaurant associations, and local realty associations (that have vested interest in increasing property values) may also be worth looking into.

### **What about all the work and money I've already put into my property? Can that count towards my match of funds?**

Unfortunately, no. However, the blood, sweat, tears, and money already invested in a property work toward demonstrating the owner's commitment to preserving and protecting the property, which strengthens a proposal's chance of being funded.

### **Can I buy a Route 66 property with program funds?**

No. However, there are a number of loan sources that can help; for example, your Small Business Association, and your State Department of Economic Development.

### **Am I committed to owning and caring for the property for a minimum of 10 years after the project is completed? Will I have to pay the money back if I can no longer take care of the property within the 10-year time frame?**

No. Life happens, things change, and people sometimes have to move or sell their historic properties. However, project proposals are more likely to be funded if the applicant can demonstrate a long-term commitment to preserve and protect the property for at least 10 years. It is possible to demonstrate this through a business plan, a written agreement, or a written expression that, if sold (for example), all efforts will be made to sell the property to a Route 66 or preservation-oriented buyer.

### **If I accept funds from the Route 66 Corridor Preservation Program, will the federal government somehow own part of my building or property?**

No. In no way will the federal government have ownership authority over the building -- not even if an owner breaches the terms of the project agreement.

### **Will the federal government dictate what I can do with the building after the project is completed?**

No. However, projects that show intent to preserve properties for enjoyment and use by the public are more likely to be funded than projects that are intended to benefit only the owner.

### **Application requirements include architectural drawings for proposed "brick and mortar" projects. I can't afford to hire an architect for my project. What can I do?**

Although a proposal won't be rejected if architectural drawings aren't included, a clear presentation of the building's current condition and proposed treatment is essential, including detailed photographs of the property and its condition. If an architect is not involved in the project plan, it is important to show that the proposed project leader or contractor has experience with, and/or an understanding of, historic preservation principles. Another idea is to include the development of architectural plans as part of your proposal.

### **Do I have to come up with three competitive bids from vendors/contractors who can do the project work?**

It depends. If you apply for funds directly from the Route 66 Corridor Preservation Program (RT66), competitive bids are not mandatory, though they are encouraged. Sometimes, however, State Historic Preservation Offices (SHPOs) apply for RT66 funds, and then re-advertise the funds at the state level. The SHPO serves as the grant administrator in these cases, and each state has different policies regarding competitive bid requirements. The SHPOs can help you with this in the event you receive funding through them.

(Questions, continued on page 5)

**Does my property have to be listed on the National Register of Historic Places to qualify for Route 66 Program funds?**

No, but if it is listed, it will strengthen the chance of the project proposal being funded.

**What is the National Register of Historic Places?**

In a nutshell, it is a list of historic properties in America that reflect America's diverse heritage, and are worthy of preservation. The National Register of Historic Places was initiated in 1966, and is maintained by the National Park Service in collaboration with federal, state, and local government agencies; private, non-profit organizations; and the public. For more information on the benefits and effects of listing your property on the register, visit their web site at [www.cr.nps.gov/nr](http://www.cr.nps.gov/nr), or call (202) 343-9536.

**If my property is listed on the National Register of Historic Places, am I bound by any federal government restrictions?**

No. In the terms of the federal government, private property owners can do anything they wish with their property. Private owners have no obligation to open their properties to the public, to restore them, or even to maintain them, if they choose not to do so. However, if federal funds are used in a project that impacts the property in any way, or if a property is sold to or owned by a federal agency, certain protective restrictions apply. Also, if owners apply for state or federal preservation tax benefits, or historic preservation funds, preservation efforts must conform to the Secretary of the Interior's Standards and Guidelines for Historic Preservation (see inset, page 3). State and local government statutes and codes must also be considered. Check with your city hall, and your State Historic Preservation Office to determine what protective restrictions may apply at the local and state levels.

*Route 66 Corridor Preservation News* is produced on an annual basis by the staff of the Route 66 Corridor Preservation Program, with assistance from the National Trails System Office – Santa Fe staff.

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## Program News

### Route 66 Federal Advisory Committee To Be Established

A Federal Advisory Council for the Route 66 Corridor Preservation Program will be established to advise the Secretary of Interior on matters relating to the Route 66 Corridor Preservation Program. This includes recommendations for ways to best preserve the most representative and significant properties along Route 66, grant and cost-share awards, and types/levels of technical assistance that the National Park Service should provide partners along the route. Fourteen members will be appointed by the Secretary of Interior for four-year terms to represent various agencies and organizations that have an established preservation interest in Route 66. It is anticipated that the Federal Advisory Council will be established in the early part of 2003.

### Program Staff on the Road

The Route 66 Corridor Preservation Program staff, Michael Taylor and Kaisa Barthuli, travel to Route 66 states in order to meet with partners and stakeholders, and to visit current and potential grant and cost-share project sites. Community and individual meetings are held to increase awareness of the program, to deepen the understanding of the significance of Route 66, and to lead to the identification

and coordination of Route 66 preservation projects. Recent and upcoming state visits include Illinois in September, California in November, and Arizona in December. Additional trips will be planned in subsequent months. If you are interested in the program staff attending or helping plan a Route 66 preservation meeting in your community, or if you are interested in arranging an individual meeting with the staff to discuss potential projects, ideas, or concerns, please contact the program staff.

### Newsletter

This newsletter represents the first edition of Route 66 Corridor Preservation News, produced by the Route 66 Corridor Preservation Program. It will be produced on an annual basis as a means to communicate program and Route 66 preservation news. This publication is also available on the program website at [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66).

### Website

Stay informed about the Route 66 Corridor Preservation Program through its website at [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66). The website offers current information about preservation training and educational opportunities, publications relevant to Route 66 preservation

initiatives, funded projects, the grant/cost-share application process, news releases, newsletters, status reports, contact information, and more.

### Assistance Directory

The Route 66 Corridor Preservation Program will soon be releasing *Preserving Route 66: A Directory of Financial and Technical Assistance*, which will be chock-full of information about obtaining loans, grants, and assistance relating to Route 66 undertakings. Many types of sources will be listed, which can assist with preservation projects, museum projects, property acquisition, business development, community planning, and more. Expected release date is in October, 2002. Call for a copy of it, or look for it on the program website.

### Brochures Available

Available on a limited basis are brochures describing the Route 66 Corridor Preservation Program, and the grant/cost-share application process. If you feel the brochures would be appropriate for distribution at museums, visitor centers, or events in your community, please contact the program office to request some.



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## EXPERIENCE YOUR AMERICA



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The National Trails System Office – Santa Fe, previously the Long Distance Trails Group Office – Santa Fe, administers the Trail of Tears National Historic Trail, the Santa Fe National Historic Trail, and the Route 66 Corridor Preservation Program. El Camino Real de Tierra Adentro National Historic Trail is administered jointly by this office and the New Mexico State Office of the Bureau of Land Management.

These trail and corridor programs are administered in partnership with North American Indian tribes; federal, state, and local agencies; non-government organizations; and private landowners.

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The National Park Service cares for the special places saved by the American people so that all may experience our heritage.

## Meet the Staff

The Route 66 Corridor Preservation Program is a division of the National Trails System Office – Santa Fe. Program Manager Michael Romero Taylor and Cultural Resource Specialist Kaisa Barthuli administer the program, with professional, technical, and administrative support from other members of the Trails System staff.

Michael Romero Taylor has served as Program Manager since the inception of the Route 66 Corridor Preservation Program in April 2001. Mike has 25 years of experience in historic site management, architectural conservation, restoration of historic structures, museum/visitor center management, and archeological site preservation. He worked in the Division of Conservation with the National Park Service, served as the New Mexico State Historic Preservation Officer in 1994-1995, and was Deputy Director of New Mexico State Monuments from 1995 to 2001.

Kaisa Barthuli joined the program in January 2002. Kaisa has 12 years experience in cultural resource management, including historic preservation, archeological site preservation, survey, documentation, project management, and data management. Prior to joining the program, she worked with the National Park Service Intermountain Support Office in the Anthropology Program and the Architectural Conservation Program from 1990 to 2002.



Route 66 Preservation Program staff members are Kaisa Barthuli (left), and Michael Taylor (right).